



# Fact Sheet

California Environmental Protection Agency  
**Air Resources Board**

## AIRBORNE TOXIC CONTROL MEASURE FOR DIESEL-FUELED PORTABLE ENGINES (ATCM)

### 1. Who will be affected by the ATCM?

The ATCM will affect all diesel-fueled portable engines that are 50 horsepower and larger. Included are engines that are registered under ARB's Portable Equipment Registration Program (PERP), engines that are permitted by the districts, and engines that have historically been exempt from district permits.

### 2. What are the requirements of the ATCM?

The ATCM requires all portable engines to be certified to Tier 1, 2, or 3 U.S. EPA/ARB off-road engines standards by 2010. After 2010, all fleets of portable engines are required to meet diesel PM emission averages that become more stringent in 2013, 2017, and 2020.

### 3. What are the diesel PM emission fleet averages?

<b>Fleet Standard Compliance Date</b>	<b>Engines &lt;175 hp (g/bhp-hr)</b>	<b>Engines ≥175 to 749 hp (g/bhp-hr)</b>	<b>Engines ≥ 750 hp (g/bhp-hr)</b>
1/1/13	0.3	0.15	0.25
1/1/17	0.18	0.08	0.08
1/1/20	0.04	0.02	0.02

Owners of portable engine fleets will determine compliance with the proposed fleet standard by comparing the fleet's actual weighted diesel PM emission rate with the fleet emission standard.

### 4. What options do I have to meet the fleet averages?

Owners/operators of fleets will have flexibility in determining how the fleet emission standards are to be satisfied. Options that are available to satisfy these standards include: operating cleaner engines, replacing engines, using

add-on control devices, switching to alternative diesel fuels or alternative fuels, and receiving credit for electrification.

## **5. Are there exemptions to the ATCM?**

Portable engines can be exempt if equipped as of January 1, 2004 with a properly operating selective catalytic reduction (SCR) system, as determined by periodic source tests. Engines used exclusively in emergency applications or used less than 80 hours per year (“low-use”) are exempt from the 2013 and 2017 fleet average requirements, as are portable engines operated only within the Outer Continental Shelf (OCS). These engines may also be exempt from the 2010 replacement requirement if the owners commit to buying ultraclean (Tier 4) engines by 2015.

## **6. Are there credits/incentives for the ATCM?**

One incentive allows credit toward satisfying a fleet standard by adding alternative fueled engines to the fleet. To obtain the credit, the engines must operate at least 100 hours annually. The proposed ATCM also allows credit for applications where grid power is used in lieu of using a diesel fuel. The credit is granted where more than 200 hours of grid power is used for a given project and the necessary recordkeeping and reporting requirements are satisfied. Finally, a credit is included to encourage the purchase of proposed Tier 4 engines. (The Tier 4 engines are proposed to be available in the 2011 to 2014 timeframe.) The credit can be used when fleet owners purchase Tier 4 engines prior to January 1, 2015. In these cases, the owner can count the Tier 4 engine twice in the calculations for the fleet-weighted diesel PM emission rates for compliance with the 2013 and 2017 diesel PM standards.

## **7. What if I don’t meet the ATCM requirements?**

Both the ARB and the districts have the authority to review or seek enforcement action for violation of the fleet emission standards.

## **8. Who do I contact for more information?**

For more information contact Mike Waugh at 916-445-6018 (e-mail: [mwaugh@arb.ca.gov](mailto:mwaugh@arb.ca.gov)), or visit our website at <http://www.arb.ca.gov/diesel/portdiesel.htm>.